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INFORMATION REPORT

OFFICE OF NAVAL INTELLIGENCE

ONI FORM 3820-2 (REV. 12-51)

SERIAL NO.

2000010-053

DATE OF REPORT

3 July 1953

FROM
DIO-9ND, Chicago, Illinois

SOURCE
CAPT. EINAR KRISTIANSEN (NORWAY)

EVALUATION
F-2

REQUEST NO.

25X1A

MERCHANT SHIP BOARDING REPORT (SS FACTO) NORWAY

BRIEF (FOR REPORTS OF MORE THAN PAGE, ENTER CAREFUL SUMMARY)

IFI NO: 4604.0300 - SEA PORTS AND HARBOR FACILITIES (STETTIN)

REF: (a) DNI TWX DTD 15 JUNE 1953, SAME SUBJECT

ENCL: (1) SKETCH OF CHANNEL ENTRANCE TO STETTIN
(2) OPNAV FORM 3820-21 (5/53) (PORT QUESTIONNAIRE)

BRIEF: STETTIN's largest export is coal. The port has made little noticeable progress since World War II. No new construction is in evidence. Ships of many nations are in evidence, loading mostly coal for Norway, Sweden, and Denmark, who heavily depend on STETTIN for their coal supply. Port is under heavy Polish police guard - people very somber, sullen and untalkative.

1. PORT FACILITIES

STETTIN - SZCZECIN - is located on the Oder River, Lat. 53° 23' N., Long. 14° 32' E.. Its population is approximately 190,526. The principal imports are ore and oil, and the principal exports are coal, iron, timber, and grain. The depth of water in the fairway between SZCZECIN and the sea is 31 feet, and at the quay 31 feet, 6 inches. The total length of the quays in use is 26 kilometers. The total area of warehouses is 78,744 square metres. There are 53 cranes, 9 floating The assistance of tugs is compulsory at SZCZECIN for vessels over 2001 gross tons.

2. HARBOR

According to Captain EINAR KRISTIANSEN, Master of the SS FACTO, the waters around Swinemunde (the entrance to the Oder River and the port of STETTIN) are mined, and when leaving the mouth of the Oder, returning to Norway or the West, one must take a northwesterly course, well marked by buoys, for approximately 50 miles, until opposite the city of Susnitsa (phon.) Rugen, Germany, then make a 90° turn to the starboard, changing course northeasterly until 10 miles out from land, before again changing course northwesterly to return to Norway. When departing Swinemund

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for Gdynia and Danzig, it is necessary to follow a designated channel for approximately 20 miles in a northeasterly direction before clearing the minefield.

Concerning navigation within the harbor of STETTIN, Captain KRISTIANSEN stated the channel up the winding Oder River was well marked with buoys and range lights and that dredging operations were underway in the harbor. He said there are about six places in the river where a large vessel could turn around.

3. PORT DEVELOPMENT

The Captain stated that in 1947 he made his first post war trip to STETTIN and at that time the channel and port was filled with sunken ships and debris and the city littered with rubble as a result of bombing by American planes, but that upon his return in 1952 the sunken ships had been removed, the port cleared and the debris cleared from the city. He added that to his knowledge there had been no new construction of any kind in the city; however, modern equipment for loading and unloading of coal has been installed at the quays and a new coaling station has been built on the east side of the river at Swinemunde (see Encl. (1)) for bunkering ships, but no construction at all for housing and industry. The Captain said that he asked many people he met in STETTIN how things were going and that the stock answer was "Can't you see for yourself?" He also said that he was most impressed by the sullen faces of the people in STETTIN, and the complete absence of young people.

4. PORT ADMINISTRATION

As to the administrative organization of the port, Captain KRISTIANSEN stated that practically all his contacts were with the police. When his vessel approached Swinemunde, a pilot was brought out by boat to take the ship up the Oder to STETTIN. Upon arrival at STETTIN, about twenty-five men who wear military uniforms board the ship and take the entire crew to the pilot house, where they are questioned and their papers examined. During this time the police thoroughly search the ship, taking five to six hours. Upon completing this process, three policemen are stationed on the quay, one at the bow, one midships and one astern, and they remain on guard as long as the ship is in port. Upon completion of cargo loading, the same procedure is again followed, i.e., gathering the entire crew in the pilot house for questioning and examination of papers, while police thoroughly search the ship, this time running long steel bars down through the coal, apparently probing for contraband. None of the men who boarded the ship were Russian, nor was a single Russian seen in the port of STETTIN. Everything for the ship and crew was handled by Polish police.

The Captain said he was genuinely surprised at the great amount of American cigarettes, candy, and tinned goods present and for sale in the government warehouses at STETTIN. He mentioned in particular that the Campbell brand was on most tinned goods. He also noticed that there was an abundance of new motor scooters for sale that bore a "Made in Czechoslovakia" tag.

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COMMENT:

The information contained in Enclosure (2) (Port Questionnaire) and the foregoing was obtained through the cooperation of Agent FRANK SHEFFERLEY of the U. S. Customs Office in Detroit, Michigan. At no time was Navy interest mentioned. It is the opinion of the reporting officer that Captain KRISTIANSEN was completely honest in the information he gave and that he answered all questions to the best of his knowledge and ability.

PREPARED:

T. P. SHELLABARGER
LT, USN

FORWARDED:

EDGAR K. THOMPSON, CAPTAIN, USN
District Intelligence Officer, 9ND